Coyote Valley Specific Plan
Transportation Policy Options

Coyote Valley Specific Plan

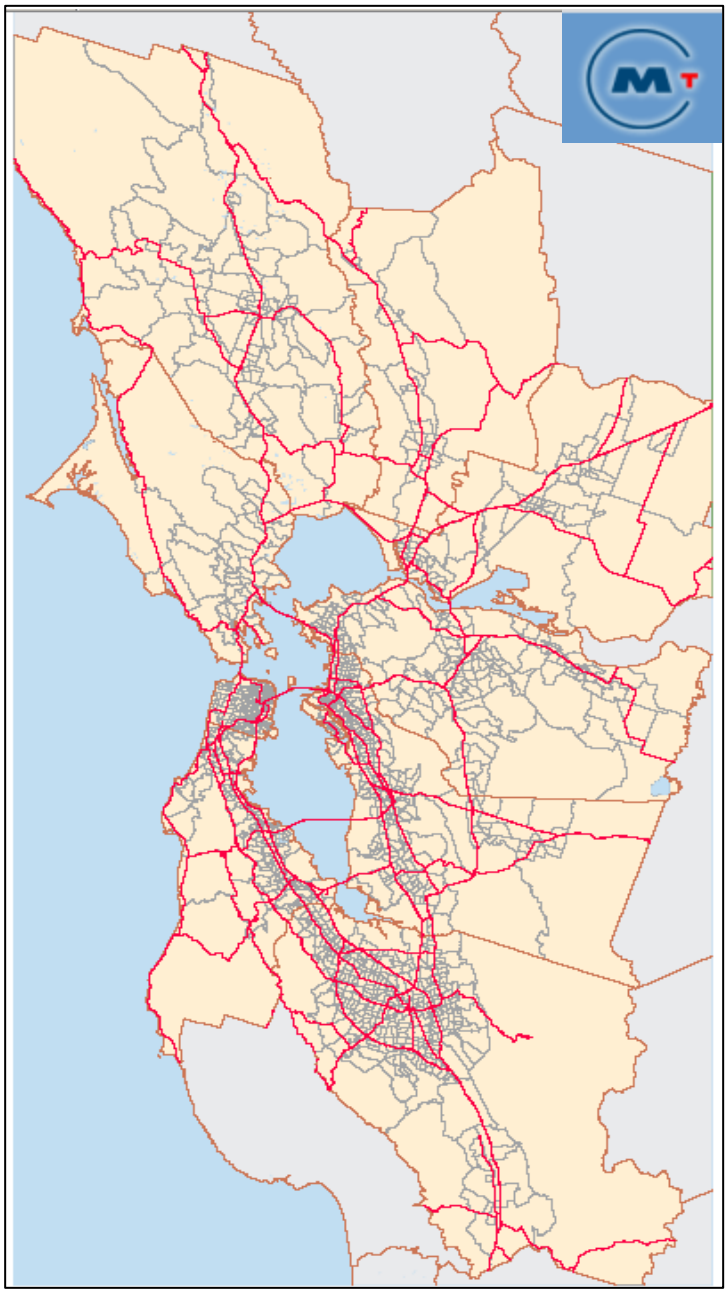
Task Force

February 13, 2006

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

Regional Transportation Planning Context

1. Association of Bay Area Governments (ABAG) and Metropolitan Transportation Commission (MTC) establish vision & goals for the Bay Area
2. VTA Congestion Management Program provides a comprehensive multi-modal transportation plan for the County
3. Prevailing direction of regional peak hour travel are impacting existing roadways
4. San Jose will analyze traffic impacts on regional transportation facilities
5. The Coyote Valley Specific Plan cannot address regional transportation concerns
6. New VTP 2030 Regional Transportation Model



City Council's Vision and Outcomes for Coyote Valley

#4. The overall development character of North and Central should be very urban, pedestrian and **transit-oriented community** with a mixture of housing densities, supportive businesses and services and campus industrial uses.

#5. The Specific Plan should plan for the **extension of light rail and heavy rail** into Central Coyote and use these facilities to orient development.

#10. The identification of financing measures for the **needed capital improvements** to support the planned levels of development.

#11. The plan must be **financially feasible** for private development.

City of San Jose 2020 General Plan Transportation Policies

- Implement Transportation Level of Service Policies
- Promote privately owned transit systems, such as private bus companies
- Encourage walking, bicycling, and public transportation as preferred modes of transportation
- Provide safe and efficient multi-modal transportation system
- Promote mixed-use, pedestrian oriented, and infill Development
- Improve jobs/housing imbalance to improve overall commute patterns (reverse commute)
- Minimize traffic impacts to local neighborhoods
- Participate in inter-jurisdictional transportation efforts to meet objectives of the SCC Congestion Management Plan

City Council Transportation Policy
(updated 2005)

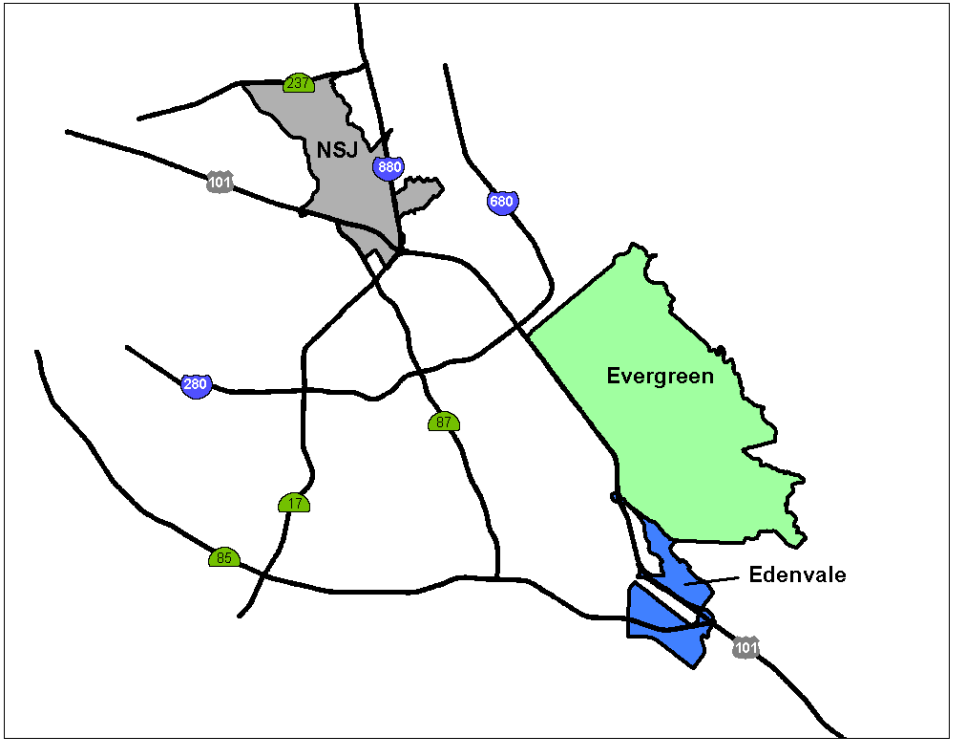
- Purpose is to balance improvements with livability.
- Maintain LOS “D” as Citywide goal for signalized intersections
- Allow LOS exceptions for:
  - Downtown Core Area
  - Area Development Policy Areas (NSJ, Evergreen, Edenvale)
  - Special Strategy Areas (“protected intersections”)
- “Protect” scale of 25 key intersections to serve multi-modal travel
- Require development to construct “offsetting improvements” that are enhancements to pedestrian, transit, bike facilities

Existing Area Development Policies

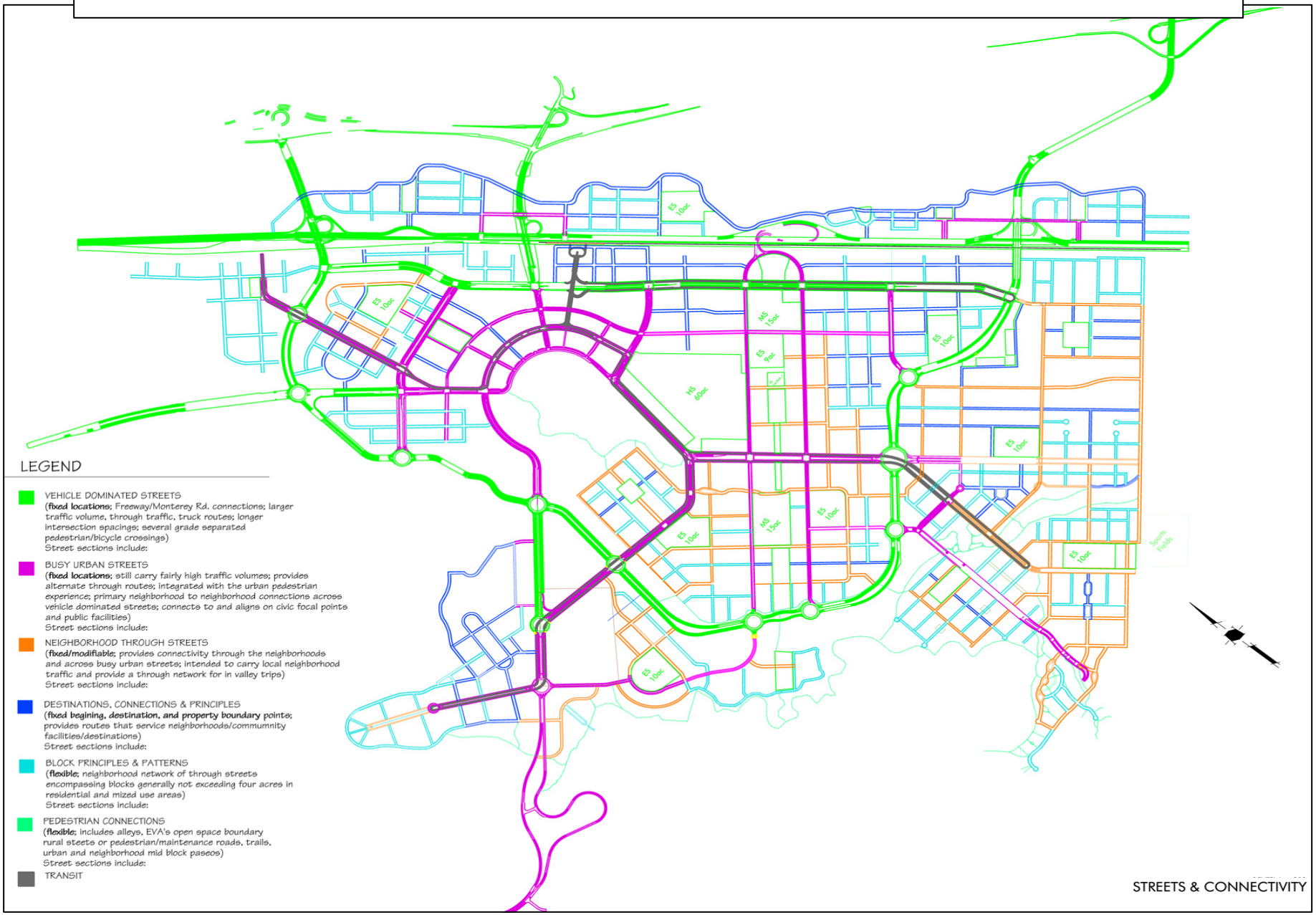
An "***Area Development Policy***" (ADP) may be adopted by the City Council to establish special traffic level of service standards for a specific geographic area, which determines development impacts and mitigation measures.

Existing Area Development Policies:

- Evergreen
- North San Jose
- Edenvale



New Circulation System/ Elements for Coyote Valley



CVSP Traffic Policy Options

The following options will be determined after a traffic analysis is Completed for project:

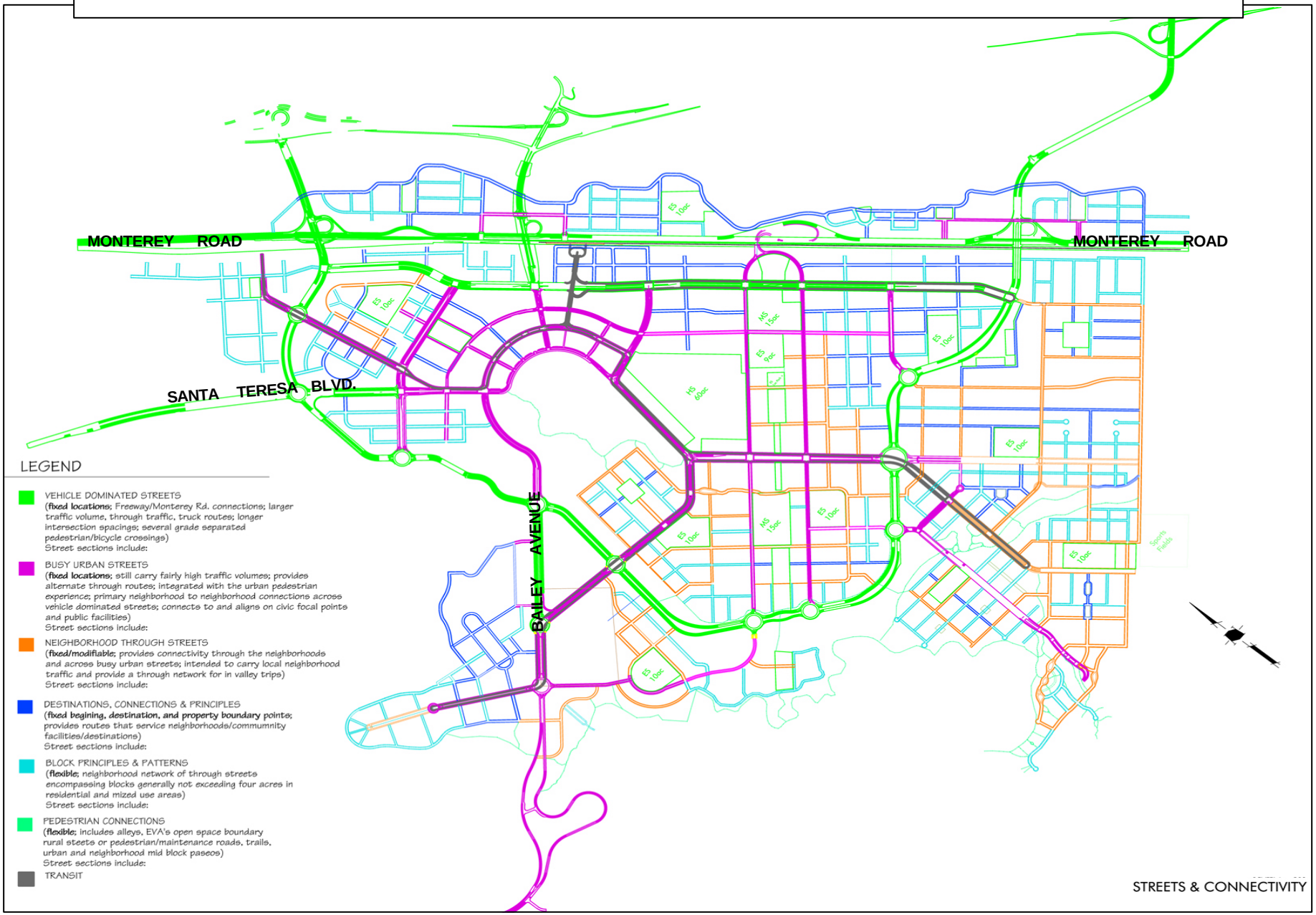
1. **Use existing Citywide Policy (Level "D" Standard), or**

2. **Exempt the CVSP Area from the Citywide standard with a customized approach (based on various levels of performance):**

    a) **Add "protected intersections" for those in Coyote Valley anticipated to be at or below a service level of "E".**

    b) **Prepare an Area Development Policy for Coyote Valley, similar to those done for North San Jose, Edenvale, and Evergreen where congestion is an issues**.

New Circulation System/ Elements for Coyote Valley



CVSP Traffic Policy Next Steps

- Complete the CVSP traffic study for EIR (identify impacts and mitigation).
- Prepare Draft CVSP traffic policy document.
- Continue ongoing public outreach and coordination with the South County Circulation Study.
- Circulate Draft EIR and Final CVSP Traffic Policy Document.
- Certify Draft EIR.
- Take final action on the specific plan package (i.e., General Plan Amendments, Title 20 Amendments, Area Development Policy, etc.)